

CANAL BUILDING

Governments Spending Millions in This Work.

GERMANS DOING PROBLEMS

System of Waterways is Being Extended All Over the World—More Expensive Than War and a Preventative of War—Rivers and Harbors Congress.

WASHINGTON, Aug. 15.—Promise commerce is more likely to bring about world peace than all the so-called Peace Congresses that may be held at The Hague from now till Gabriel's trump sounds. This is the belief of those who have studied the question. Their theory is based on strange grounds, but it is thoroughly plausible. It is simply that the expenditures being made or in contemplation by the great nations of the world for the advancement of commerce are growing so enormous that little or nothing will be left with which to wage war.

Much of this expenditure is found in the present world-wide policy of waterway development. The United States is pouring millions into the Panama Can-

al and is contemplating an outlay of more millions in betterments to its rivers and harbors at home. Commerce demands it and commerce is a mistress that brooks no refusal. The other commercial nations also are busy along the same lines, driven by the same necessity, and reports of gigantic undertakings are becoming so frequent as to occasion but passing interest.

Two projects, however, were reported this week that go to show how important this form of work has become. One of these is in France, while Germany is about to undertake the other. Both correspond in great measure with a number of waterway development schemes under consideration in this country, and for which the American people, aroused by the National Rivers & Harbors Congress, have been clamoring during the last few years.

The French project contemplates the construction of a canal to connect the valley of the Rhone with the port of Marseilles. The work will cost \$15,200,000 and as the hills separating the Rhone from the city are too high to be surmounted by locks, the French government will tunnel through them. This tunnel, measured by the amount of dirt excavated, will be the largest in the world. It will be seven kilometers, or 4 1/2 miles, in length and is expected to cost nearly \$7,000,000.

The German work is even more gigantic. It contemplates a new ship canal between Hamburg and Bremen which will be seventy-five miles in length. The waterway will mean an immense saving of time in the passing of ships be-

tween Hamburg and Bremen which will be seventy-five miles in length. The waterway will mean an immense saving of time in the passage of ships between the two towns. The present route for vessels in the inter-city trade is down the Elbe, via Cuxhaven, into the North Sea, and then up the Weser to Bremen, or vice versa. Not only does this lengthy route eat up time, but it exposes river vessels to the dangers of the open sea.

The new waterway will directly connect the Elbe with the River Wumme, which flows past Bremen. The River Epte will be one of the links used, and it and the Wumme will be deepened, a canal connecting the two being dug so that it will pass close to the towns of Tolstedt and Noisburg.

This very project was first discussed seventy years ago and has come up for discussion intermittently ever since. Each time it was abandoned because of lack of funds. The government needed the money for the support of its army establishment, and commerce had to accept the inevitable. Now commerce is of more importance than the army, and the works of peace of greater interest than preparations for war.

Thus it may be seen that commerce is the handmaiden of Peace. To carry out the metaphor, the National Rivers & Harbors Congress is the discourager of armed camps through its powerful advocacy of waterway development in this country. At present it is seeking to make its work more effective by increasing its membership, which is already large.

WASHINGTON, Aug. 15.—While peace talk rules at The Hague and Andrew Carnegie, as the patron saint, is there to see that the olive branch yet will cast its benignant shade over the nations of the whole earth, if the Peace Congress can bring it about, he is the quarry that is being sought by a man who will not give him peace until he surrenders. The sleuth, is Dr. Richard D. Harlan, special representative of the George Washington University, and he is halfway around the globe with his eye on the purse strings of the Laird of Skibo.

Dr. Harlan comes of fighting stock that is noted for its dogged persistency. His father is the noted and venerable member of the United States supreme bench, while one of his brothers at one time was a member of the Chicago city council and later was twice a candidate for mayor of that city on the Republican ticket. The Chicago brother's career as a Chicago city father was picturesque. Fearless, he set out to bask graft wherever he found it, and always when referring to fellow members of the council on the floor of the council chamber, he dubbed those whose records were black as "the biped from the 'tenth ward."

Dr. Richard D. Harlan is of the true Harlan type—more than six feet in height, broad-shouldered, deep-voiced and vigorous. His avowed reason for going abroad is to study the systems in vogue in the schools of the political sciences in France and England, but not the least part of his work will be to convince Mr. Carnegie that as an opportunity for patriotic investment, the George Washington movement is both time and gilt-edged.

The educator was in Paris this week, and in the course of an interview with a representative of the New York Herald he told of the work he is engaged in. The interview follows:

"It is an effort to develop at the capital of the nation the great university which George Washington in his lifetime so earnestly endeavored to induce Congress to establish, and for which in his will he left 25,000 pounds (\$125,000) of stock in the Potomac Navigation Company as a nucleus for its endowment—an exceedingly generous legacy for those days. It is a standing reproach to American patriotism that the plan that was so much on Washington's mind and heart should have remained thus in practical oblivion for a hundred years.

"On account of modern conditions the present movement differs from Washington's plan in two important particulars, affecting in no way the essentials of that plan. It is to be almost entirely a university for graduate work, and it is to be founded by private benefactors instead of being supported and controlled by the government.

"The new movement has one great practical advantage. The nucleus is already established. It has eighty-five years of history behind it. It already has 1,300 students and about 200 teachers and owns \$1,000,000 worth of real estate. It is the old Columbian University of Washington, D. C., with a new charter, a new aim and a new name."

Washingtonians are deeply interested in Dr. Harlan's errand abroad. The success of his quest means much to the capital, for it will result in the nationalization of the local university, in every sense that term implies, and the erection of another block of magnificent buildings to add more beauty to the architectural triumphs of the capital of the United States. It is expected that Dr. Harlan will leave for The Hague by the end of the present week.

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Tide Table for August

AUGUST, 1907,				AUGUST, 1907,							
High Water.	A. M.	P. M.		Low Water.	A. M.	P. M.					
Date.	h. m.	ft.	h. m.	Date.	h. m.	ft.	h. m.				
Thursday	1	6:42	6.4	7:01	8.0	Thursday	1	0:51	1.8	12:43	2.2
Friday	2	8:00	6.0	7:58	8.0	Friday	2	2:02	1.5	1:43	2.8
Saturday	3	9:18	5.9	8:52	8.0	Saturday	3	3:10	1.2	2:43	3.3
SUNDAY	4	10:34	6.1	9:47	8.1	SUNDAY	4	4:09	0.8	3:53	3.5
Monday	5	11:48	6.4	10:34	8.3	Monday	5	5:00	0.4	4:59	3.5
Tuesday	6	12:59	6.8	11:15	8.4	Tuesday	6	5:43	0.0	5:58	3.5
Wednesday	7	1:05	7.3	11:58	8.5	Wednesday	7	6:19	-0.2	6:19	3.4
Thursday	8	1:05	7.8	12:37	8.9	Thursday	8	6:52	-0.4	6:54	3.2
Friday	9	0:30	8.0	1:37	9.4	Friday	9	7:22	-0.4	7:58	3.0
Saturday	10	1:05	8.5	2:08	9.9	Saturday	10	7:50	-0.2	8:02	2.7
SUNDAY	11	1:42	8.4	2:38	10.4	SUNDAY	11	8:20	0.0	8:38	2.4
Monday	12	2:20	8.2	3:12	11.1	Monday	12	8:51	0.3	9:13	2.1
Tuesday	13	3:02	7.8	3:46	11.8	Tuesday	13	9:23	0.8	9:54	1.9
Wednesday	14	3:48	7.4	4:24	12.3	Wednesday	14	10:00	1.3	10:45	1.7
Thursday	15	4:34	6.9	5:11	12.8	Thursday	15	10:33	2.5	11:45	1.5
Friday	16	5:19	6.2	6:03	13.3	Friday	16	11:03	3.5	12:30	1.0
Saturday	17	6:05	5.8	7:03	13.8	Saturday	17	0:58	1.3	1:20	0.5
SUNDAY	18	6:52	5.3	8:09	14.3	SUNDAY	18	1:10	0.9	2:10	0.3
Monday	19	7:40	5.0	9:15	14.8	Monday	19	2:25	0.4	3:06	0.6
Tuesday	20	8:35	5.3	10:18	15.3	Tuesday	20	3:40	-0.2	4:20	0.3
Wednesday	21	9:22	6.0	11:15	15.8	Wednesday	21	4:50	-0.7	5:28	0.2
Thursday	22	10:10	6.6	12:15	16.3	Thursday	22	6:18	-1.1	6:16	0.4
Friday	23	11:05	7.1	13:18	16.8	Friday	23	7:40	-1.0	7:07	1.9
Saturday	24	12:05	7.5	14:25	17.3	Saturday	24	8:20	-0.5	8:03	1.6
SUNDAY	25	1:10	8.0	15:35	17.8	SUNDAY	25	9:55	0.1	8:25	1.2
Monday	26	2:20	8.3	16:48	18.3	Monday	26	11:30	0.8	9:10	1.3
Tuesday	27	3:35	8.7	18:05	18.8	Tuesday	27	1:00	1.8	10:15	1.3
Wednesday	28	4:55	9.1	19:25	19.3	Wednesday	28	2:15	2.8	11:08	1.4
Thursday	29	6:20	9.5	20:48	19.8	Thursday	29	3:30	3.8	12:00	1.5
Friday	30	7:50	9.8	22:15	20.3	Friday	30	4:45	4.8	12:50	1.6
Saturday	31	9:25	10.1	23:45	20.8	Saturday	31	6:00	5.8	1:40	1.7

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